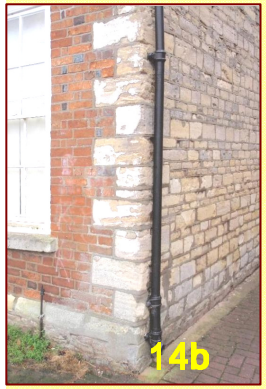
12. M1 Bridge [SP864432] – The reinforced concrete bridge was made from locally quarried sands and gravels, with the concrete from chalk and clay probably quarried and processed not too far away in the Bedfordshire and Buckinghamshire Chilterns.

13. Newport Pagnell 'Station' [SP869435] – All that remains of the station area is the post of a railway signal that used to stand in front of the locomotive shed. Beyond this, the long demolished station area is now built over with new houses and shops.

14. Newport Pagnell town centre – Just up the road from the site of the demolished and built over station, many of the town's buildings built from about 1700 to before 1910 (14a) have local limestone in their walls; the most obvious is the Queen Ann town house called 'The Brewery' (14b) in the High Street.



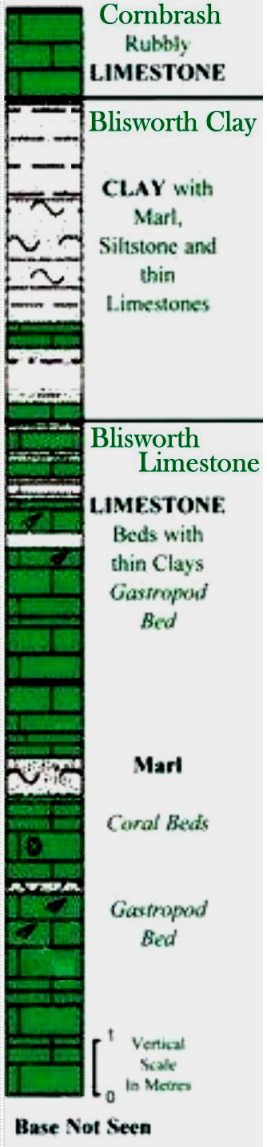
THE GEOLOGICAL STORY

The rocks along the trail were laid down in a tropical sea about 170 million years ago in an area that looked like today's Bahamas. If we drilled through them in north Buckinghamshire, we would see a series of layers *(see right)*.

Cornbrash - is an Old English agricultural name for loose rubble or brash that forms a good soil for growing corn. It was formed around the edge of a shallow sea. It is packed with the shells of oysters.

Blisworth Clay – the sea became shallower so that clay from rivers was brought into the now brackish water. It contains marl, a lime-rich clay and a fine sandy rock called siltstone.

Blisworth Limestone - gets its name from where it was first described when the Blisworth canal tunnel in Northamptonshire was dug. Around 170 million years ago the sea-water of a hot, shallow tropical sea partially evaporated; its dissolved lime mud was then precipitated as tiny spheres resembling hard fish roe eggs - so it's called an oolitic (or egg-like) limestone. It often contains sea shells, especially oysters, sea snails (gastropods), and corals; the feeding burrows of shrimps and worms can also be found. It is mainly a well-bedded limestone with thin bands of clay and marl.



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ROCKHOUNDS WELCOME

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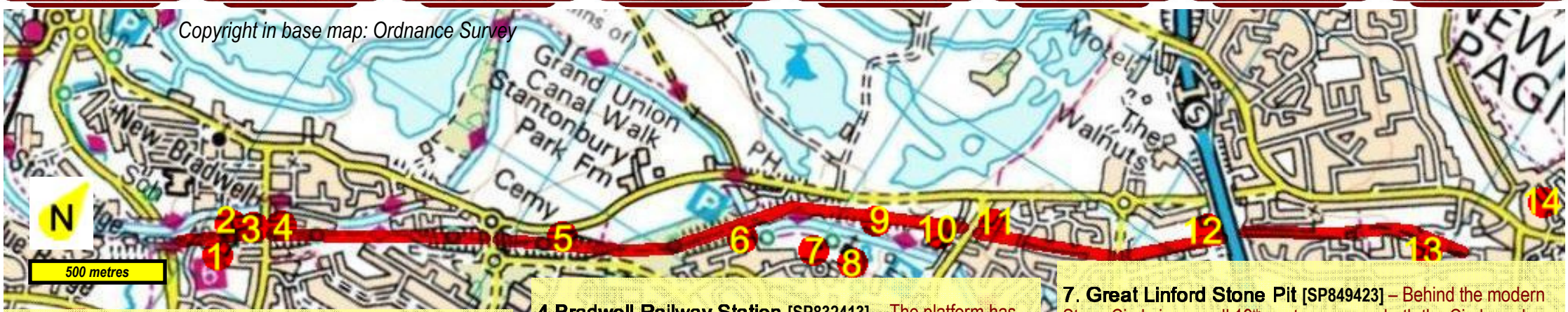
Bradwell to Newport Pagnell

'Nobby', a steam locomotive that pulled the train on the route from the 1950s, seen here with its two 'motor' coaches.

The single-track branch railway line from Wolverton to Newport Pagnell opened to goods traffic in 1866 and to passenger traffic in 1867; the extension to Olney was started in 1865 but never finished . The line was closed to passengers in 1964 and freight in 1967. After the rails were lifted, and the station buildings sadly demolished, the route was converted into a cycle track – Redway 6; at least the original bridges and platforms were left behind!

In some places, the line was cut through rocks of Jurassic age; these were formed in a gradually shallowing tropical sea about 170 million years ago. This geotrail shows you where you can see these rocks and other information about the geology of the route of the old railway.

PLEASE DO NOT HAMMER ANY ROCK-FACE



1.Bradwell Railway Cutting [SP832412] – The steep wooded banks are made of Blisworth Limestone and Blisworth Clay, capped by Cornbrash. The trees have all grown since the railway was closed. Mud and vegetation means that the rocks cannot be easily seen. The mass of the windmill above the cutting might cause the slope to collapse; the concrete revetment in the cutting below it stops this from happening.

2.Wylies Lime Works [SP833415] – The new housing estate above the opposite side of the cutting to the revetment is built over a shallow limestone quarry and limekilns, that for a while became a scrap metal yard – even with some old steam locos! A siding into this branched, just in front of the bridge, off the railway; part of its route can just about be traced into the housing estate.

3.Bradwell Railway Bridge [SP832413] – Just by the bridge, you can see how tree roots are breaking up a small rock-face of Blisworth Limestone (3a). The bridge has sandstone, probably of Triassic age and quarried in Nottinghamshire, in its arch (3b).

4.Bradwell Railway Station [SP832413] – The platform has brick and local limestone in its plinth, together with concrete slabs for the edging.

5.Bradwell Cemetery field [SP832413] – The blocks of Blisworth Limestone (5a) in the field off the Redway show very good examples of shrimp burrows (5b).

6.Great Linford Canal Bridge [SP846423] – The iron bridge has brick pillars capped with a pale buff sandstone, probably quarried in Derbyshire and, of Upper Carboniferous age.

Leave the Redway, just before crossing the bridge and by following the footpath down, to look at stops 7 and 8; then return to it and cross the canal to continue the trail.

7. Great Linford Stone Pit [SP849423] – Behind the modern Stone Circle is a small 19th century quarry; both the Circle and quarry show fines examples of the Blisworth Limestone.

8. St. Andrew's church [SP851424] – Built, like the nearby almshouses, from good quality Jurassic limestones brought in from Northamptonshire.

9. Great Linford Ouse viewpoint [SP853425] – Looking over the valley, the flood plain of the River Great Ouse can be seen. Its sands and gravels have been much quarried; these quarries, if not filled in, quickly become flooded wildlife refuges.

10. Great Linford Railway Cutting [SP855426] – Near the bridge is a small 2-3 metre high cliff of Blisworth Limestone; it shows current bedding formed in shallow water.

11. Great Railway Station & Bridge [SP855427] – The bridge has sandstone, probably from quarries in Derbyshire and Nottinghamshire, in its arch; like all of the railway's bridges it could have taken two tracks – a clear indication of the planned but never completed extension to Olney and eventually Bedford. The platform uses bricks in its plinth, together with concrete slabs for the edging.